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Statistical Account of the Trade and Navigation of Norway, deduced from Official Papers. By RICHARD VALPY, Esq.

[Read before the Statistical Section of the British Association, at Cambridge, 20th June, 1845.]

THE following information respecting the trade and navigation of Norway has been chiefly collected from an able and interesting return made to the English Government, by J. R. Crowe, Esq., Her Majesty's Consul-General at Hammerfest; and as the subject has been considered a desirable one to bring before the Association, such particulars have been, by permission, abstracted from the return, as appeared the most likely to make this paper acceptable.

The exports and imports are separately considered, and our attention is, in the first place, directed to the export trade of Norway, which chiefly consists of the produce of her forests, fisheries, and mines. The Timber Trade is principally carried on in the southern provinces of Agershuus and Christiansand, and to a less extent in the province of Drontheim.

Deals, principally in 12-feet lengths, balks, round and square, and timber of various dimensions for building materials, constitute the articles of the trade.

The most extensive forests are in the interior, and chiefly on property belonging to peasants.

No regulations for the management of the forests exist in Norway; each proprietor cuts as much wood as he thinks proper. While the country was under the Danish dynasty, various attempts were made by that Government to introduce their own system of control, and for a short period a Forest or Wood Department was established, with officers to regulate the felling; but it was soon abolished, and the quantity and quality to be felled was left to the discretion of the proprietors.

Much has been said and written about the decrease of the woods, but it is now generally admitted by those who are conversant with the subject, that the reproduction is as rapid as the consumption, and that no material decline is to be anticipated.

Autumn and winter are the periods of the year when the timber is felled, and as soon as the snow is sufficiently deep to admit of its being transported, it is conveyed to the banks of the nearest river, to await the freshes in the spring, which carry it either to the saw-mills or sea-coast, as may be required.

The timber is invariably received on the banks of the river by the timber merchants, who mark what they purchase; it then remains on the banks, on account and at the risk of the purchasers, until it is transported by the freshes to the place of destination.

As soon as the rivers begin to increase, proper people are sent up by the purchaser to clear the banks of the timber, and to follow its descent in order to release any that may chance to lodge on the way. Whenever lakes intervene, as is often the case, the timber is then collected into rafts, and conducted across to the opposite outlet. It is there cast adrift, and again carried along by the stream, until it reaches the place where it is to be formed into shapes, suitable to the market for which it may be intended.

To Holland, where the Norway timber is chiefly in demand for piles, it is sent round.

For England, on the contrary, where the demand is exclusively for building materials, with the exception of the timber required in Cornwall for the use of the mines, the balks are always squared.

The principal markets for deals are England, Ireland, France, and Holland, and quantities of an inferior description are sent to Denmark.

For some years this branch of trade has been gradually changing its course. Formerly England was looked upon as the chief and most certain market; and, in return, England retained almost the exclusive trade in manufactures, as but few manufactured goods found their way into the country from other places. With France but little intercourse existed, and scarcely any with the German States.

From 1809, however, the period when the English protective system in favour of Canada came into operation, the decline of this trade with England commenced. Owing to the dimensions of the Norwegian timber and deals, the change pressed more heavily on Norway than on any of the neighbouring States, and such property actually fell in value upwards of 50 per cent. If not entirely and immediately thrown out of the market, the Norwegian dealer laboured under so many disadvantages that ultimately he was driven to seek more favourable outlets for his produce, and these he found in France, where the custom of substituting boarded for stone or brick floors was gradually gaining ground.

As the exports to England fell off, the use of British manufactures decreased in a similar proportion.

Hamburgh and the German states became new markets for this description of Norwegian produce, and German manufactures superseded in a great measure those of England.

The following table exhibits the quantities of timber and deals, exported to various countries in each year from 1835 to 1841.

Years.	Great Britain.	France.	Holland.	Belgium.	Denmark.	Hanover.	Other Countries.	Total.
	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.
1835	135,987	156,842	160,097	5,317	81,733	16,012	4,442	560,430
1836	140,785	....	....	....	....	....	....	582,047
1837	141,567	....	....	....	....	....	....	571,105
1838	160,357	179,885	162,168	9,150	69,375	18,522	4,459	603,916
1839	151,250	....	....	....	....	....	....	680,517
1840	152,350	....	....	....	....	....	....	666,497
1841	159,602	187,497	177,135	5,480	109,400	21,622	6,132	666,868

NOTE.—The quantities exported to the several countries in 1836, 1837, 1839, and 1840, are not specified with the exception of England.

Thus, in 1835, Holland took 28·56 per cent. ; France 27·99; England 24·27; Denmark 14·59; and other countries 4·59 per cent. of the total quantities exported. In 1838 France took 29·79 per cent.; Holland 26·85; England 26·55; Denmark 11·49; and other countries 5·32 per cent. And in 1841 France took 28·11 per cent.; Holland 26·55; England 23·93; Denmark 16·44; and other countries 4·97 per cent. of the total exports of timber.

The annual average quantities of timber exported in the seven years

from 1835 to 1841 were 618,769 loads of 50 cubic feet, which, if we include firewood and articles of minor importance, such as hoops, &c., may be estimated to be worth, at the place of shipment, rather more than two millions of sp. d. or £435,000.

The Fishing Trade is next in importance to the timber trade, and that branch of the industry of Norway forms the chief occupation of the inhabitants of the towns on the west coast, from the Haze to the frontiers at the entrance of the White Sea; Bergen, Drontheim, Christiansand, Tromsøe, and Hammerfest, being the principal of such towns.

The exports consist of stock fish, round and split, clip fish or baccalau, salted cod and halibut, in barrels and in bulk, cod roes, salted, herrings salted or pickled, liver and shark oil, and live lobsters.

The stock fish is prepared by the fisherman in the neighbourhood of the fishing-grounds, merely by drying in the open air without salt. It is then conveyed by him to the place of shipment and sold to the merchant. The fish roes are prepared in the same manner by the fisherman; but the preparation of the clip fish (which is similar to that cured at Newfoundland), and the pickling of the herrings, is solely at the risk of the merchant, who makes his purchases as the fish is landed, employing his own people in the ulterior preparations.

The markets for the stock fish are the Italian States, Spain, Portugal, France, and Belgium. Clip fish is chiefly sent to Bilboa; the liver oil to the Hanse Towns, Holland, and Belgium; the cod roes exclusively to France, where they are used as ground bait, chiefly in the bay of Biscay.

Sweden, Russia, and the Prussian states take the herrings in a pickled or salted state, in barrels, and Denmark is also a market for them in smaller quantities.

The stock fish and clip fish form the chief proportion of the fish trade, the herrings are second in importance, the raw and salted cod and halibut next, and lastly the live lobsters.

The progress of the fisheries, since the year 1814, is shown in the next table, where the annual average quantities of fish exported are given in quinquennial periods, from 1815 to 1841.

Periods.	Dried Stock Fish.	Clip Fish, or Baccalau.	Herrings, Salted.	Cod Roes.	Cod Liver, and Shark Oils.	Live Lobsters.
	Tons.	Tons.	Barrels.	Barrels.	Barrels.	No.
1815 to 1819	9,767	1,836	<div> not specified for these periods. </div>	8,545	19,193	<div> not specified for these periods </div>
1820 — 1824	12,851	3,805		(not known)	27,265	
1825 — 1829	19,512	7,454		22,146	40,458	
1830 — 1834	20,176	8,039		21,148	25,719	
1835 — 1839	18,959	12,337		22,434	37,063	
1840 — 1841	14,196	11,285	608,086	20,217	41,715	552,272

In addition to the exports here specified, raw fish is exported to some extent, but in what quantities cannot be ascertained.

Although considerable fluctuations appear in the quantities of fish exported at the different periods specified in the above table, which may in a great measure be attributed to the varying nature of the fishing trade, a growing increase has taken place since the year 1814.

The average of the five years from 1815 to 1819, in comparison with the average of the two years 1840 and 1841, exhibits the following results relating to the latter average:—

Dried Stock Fish.	Clip Fish, or Baccalau.	Herrings, Salted, '40-'41 with '35-'39.	Cod Roes.	Cod Liver, and Shark Oils.	Live Lobsters, '35-'39 with '40-'41.
+45 p.ct.	+514 p.ct.	+ 30 per ct.	+137 per ct.	+117 per ct.	— 23 per cent.

and in comparing the average of the fifteen years from 1815 to 1829 with that of the twelve years from 1830 to 1841, the results are as follow, in regard to the latter average:—

Dried Stock Fish.	Clip Fish, or Baccalau.	Herrings, Salted, '35-'39 with '40-'41.	Cod Roes, '15-'19 & '25-'29 with '30 to '41.	Cod Liver, and Shark Oils.	Live Lobsters, '35-'29 with '40-'41.
+27 p.ct.	+142 p.ct.	+ 30 per ct.	+ 39 per ct.	+ 20 per ct.	— 23 per cent.

So that all branches of the fisheries exhibit a very considerable progress since the year 1814, with the exception of lobsters, which have materially decreased in the last of the two periods for which we have figures.

The cod fishery is carried on, with little variation, along the whole coast from Bergen to the White Sea, but the chief seat of it is near the Loffoden Islands, in the neighbourhood of the much, but undeservedly, dreaded Maelstrom; and in the months of February and March upwards of 20,000 men are occasionally engaged in this fishery, which, on the coast of Denmark, also gives employment to from 12,000 to 15,000 men during the summer, and attracts from 300 to 400 Russian vessels annually to its coast.

It is to be observed that the cod liver does not always bear the same relative proportion to the fish. There is a very striking difference occasionally in the quantity of oil the liver yields, for six hundred livers may be required one year to make a barrel of oil, when two hundred are sufficient at another period.

The most important fishery is the herring, and although this is more fluctuating than any other branch of the fishing trade, of late it has been successful for a series of years.

Like the cod, the herring fishery is carried on at two periods of the year, in summer and winter. The chief locality of the latter is along the coast from Macegal to Bergen, and of the former from Drontheim to Hammerfest. At one time, the winter herrings had abandoned the Norwegian coast, but since 1808 they have been regular in their annual visit.

The lobster fishery is now scarcely of sufficient importance to merit a separate notice. For the last three years since 1841, the annual average exports have not much exceeded 500,000, and as the consumption in the country has not increased it is evident that this branch of the fisheries is on the decline. It is pursued along the

coast from the Swedish frontiers to Christiansand, and the produce is almost exclusively reserved for the London market; lobster smacks regularly running between the Norway coast and London to receive them.

For the last seven years, since 1837, the annual average quantities of smoked salmon exported has only been 5,455 lbs., and of this not above 200 lbs. has been sent annually to England; the chief market being Denmark.

In Part XII., p. 112, of Mr. Macgregor's Commercial Tariff, it is stated that for several years salmon formed an article of export, but of late years the catch has not exceeded the demand for home consumption. The decrease in this valuable article has been attributed to the swarms of sharks that have of late years retained possession of the banks lying off the coasts. This fact was only accidentally discovered in 1841, by the circumstance of two small vessels being fitted out as an experiment to try the bank fishery for cod, which had not been previously attempted; when instead of finding the object they were in search of, these voracious animals were met with. In 1842 eight vessels were fitted out from Hammerfest, expressly for the purpose of shark fishing, and no less than 20,000 were taken without any apparent diminution of their number. The shark oil produced was about 1,000 barrels.

The total value of these fisheries is estimated at rather more than 3 million of specie dollars, or £653,000, annually.

The Metal Trade is of a limited nature, although full 7-8ths of the produce of the copper and cobalt mines is exported: the latter in the shape of smalts and oxide of cobalt; the former in cake, sheet, and rosette copper.

Equally as much iron, in various shapes, is imported into the country as is exported. Many of the iron mines cannot be worked to advantage beyond what the local consumption may call for.

The following tables show the quantity of metals, and minerals of metals, exported in each of the years 1835 and 1841, and the annual average thereof during the seven years from 1835 to 1841.

YEARS.	Chrome Iron.	Chrome Salt.	Cobalt Ores.	Cobalt Smalts.	Cobalt Oxide.
	lbs. avs.	lbs.	lbs.	lbs.	lbs.
1835	....	2,520	....	88,480*	255,920
1838	505,120	....	....	....	....
1841	884,389	154,378	33,660	123,056	197,924
Average 1835 to 1841	$\left. \begin{matrix} 38 \\ \text{to} \\ 40 \end{matrix} \right\} 873,727$	60,189	....	1,016,715	259,841
Per centage proportions of the average compared with 1835	$\left. \begin{matrix} +73 \text{ per cent.} \end{matrix} \right\}$	$\left. \begin{matrix} + 2,250 \\ \text{per cent.} \end{matrix} \right\}$	....	$\left. \begin{matrix} + 1,050 \\ \text{per cent.} \end{matrix} \right\}$	$+ 1\frac{1}{2} \text{ per ct.}$

* The quantities of cobalt smalts exported in 1835 and 1841 only average about $\frac{1}{10}$ of the same for each of the intermediate years.

YEARS.	COPPER.				IRON.	
	Old.	Sheet.	In Blocks.	Ore.	Wrought.	Cast.
	lbs.	lbs.	lbs.	lbs.	Tons.	Tons.
1835	....	5,280	1,044,120	1,534	2,155	206
1841	4,850	75,379	1,233,931	....	2,184	105
Average, 1835 to } 1841	....	44,334	1,189,784	1,272	2,410	126
Per centage pro- } portions of the } average com- } pared with 1835 }	....	+ 740 } per cent.	+ 14 per ct.	- 21 perct.	+ 12 } per cent.	- 63 } per ct.

The results here set forth plainly prove that the exports of the Mineral resources of Norway have been, with but few exceptions, materially augmented of late years.

Of the total quantities exported in the year 1841 the chief proportion was sent to Great Britain. The total value of metals produced in Norway, including the produce of the Kongsberg silver mines, which amounts to full 1-5th of the whole, is estimated at about one million specie dollars, or £217,500.

We will now briefly notice the Fur Trade, although it may be looked upon more in the light of a transit trade, than as part of the national industry. The production of the country has dwindled down to the catch of a few thousand fox skins, a few hundred bear, wolf, otter, and seal skins, with some of the smaller animals, annually. These are all sent to Finmark for barter with the Russians, with whom a lively traffic in these articles is carried on; chiefly however with otter and fox skins, purchased in London at the sales of the Hudson's Bay Company. From London the skins are first sent to Hamburgh, where they are purchased by the Norwegian trader, who ships them to Finmark, whence the greater part of the otter and fox skins, which form 19-20ths of the fur trade, are conveyed to Moscow, and there sold to the caravan traders. The skins are ultimately taken to Kéachta to be bartered with the Chinese for tea.

The value of these furs, including others of minor importance, does not exceed 100,000 specie dollars annually, or £21,700.

The value of the total exports may therefore be estimated as follows:—

Timber	about 2,000,000	specie dollars, or £435,000
Produce of the Fisheries	„ 3,000,000	„ 653,000
Produce of the Mines	„ 1,000,000	„ 217,500
Fur	„ 100,000	„ 21,700
	6,100,000	1,327,200
Freights by Norwegian vessels ..	„ 1,500,000	„ 326,000
Total	7,600,000	„ 1,653,200

The value of the freights is added to the estimated value of the exports, as the great bulk of the articles exported are conveyed by Norwegian shipping; consequently the advantage to that extent remains

solely with the native trader and shipowner. From the official returns it has been estimated that the gross amount of freights earned by the transport of native produce is fully equal to 1,666,000 specie dollars, or £362,200.

We will now proceed to consider the Import Trade of Norway, and it will be seen that the principal articles imported are salt, grain, colonial produce, manufactures, tea, sugar, brandies, wines, provisions, hemp, flax, cotton, wool, glass, and earthenware.

Salt is received as return cargoes from Spain, Portugal, France, and Sicily, and occasionally from Liverpool.

Grain comes from Denmark, Prussia, Russia, and Sweden.

Colonial produce is sent from Hamburgh, Altona, Holland, France, Denmark, and Great Britain.

Provisions are imported from Denmark, Russia, Hanover, and Holland; and raw cotton, cotton twist, manufactured goods, glass, serge stuffs, and earthenware, are supplied by Hamburgh, Altona, and Great Britain.

The following short abstract from Mr. Crowe's tables of the articles imported into Norway from the several countries, may perhaps be some guide to the extent and nature of the different branches of the Norwegian import trade.

The trade of Denmark with Norway was stripped of its magnitude and importance when the two countries were separated by the Congress of Vienna, and Denmark was consequently deprived of many commercial advantages which she had formerly enjoyed in her relations with Norway.

The trade in grain, provisions, and colonial produce, was exclusively in the hands of the Danes; and the merchants of Copenhagen were in fact the bankers of Norway, and as such controlled nearly the whole of her commerce, not only that which related to Denmark, but also the trade with the rest of Europe. The Exchange at Copenhagen was the mart where most of the commercial affairs of Norway were arranged.

The simple interchange of their superfluous produce now forms the trade between the two countries, but it is yet of an extent to be of importance to Denmark.

Instead of inserting in this paper the entire tables of the import trade with the several countries, we shall only abstract the quantities of the most important articles.

The imports from Denmark in each of the years 1835, 1838, and 1841, appear in the next table.

By this table it will be seen that the trade of Denmark, in these periods, has for the most part suffered a gradual decline. Grain, the demand for which fluctuates of course with Norwegian harvests and provisions, form the most important features of the trade, and appear to be likewise the most prosperous.

According to the most careful official estimate the imports are valued at rather more than one million and a-half specie dollars, or £326,000.

ARTICLES.	1835.	1838.	1841.
Coffee..... lbs.	97,630	77,418	64,706
Cordage..... "	19,082	15,474	18,273
Flax..... "	20,813	8,786	7,273
Hemp..... "	25,260	4,340	1,190
Grain :—			
Barley..... qrs.	191,387	230,272	217,501
Wheat and Flour..... "	18,049	10,437	7,453
Rye..... "	93,994	67,241	85,171
Malt..... "	13,597	13,869	16,362
Leather..... lbs.	285,822	97,230	111,908
Linens..... "	91,636	87,947	32,646
Provisions, viz. :—			
Cheese..... "	244,913	316,457	233,929
Butter..... "	932,561	1,465,949	1,918,511
Pork..... "	410,126	528,546	639,702
Beef..... "	358,262	391,494	358,138
Tallow..... "	64,582	62,120	87,108
Wool..... "	.....	71,434	139,623
Woollens..... "	77,929	37,633	41,702

In the same ratio as the intercourse with Denmark has declined, has the trade with Sweden increased, and a lively intercourse by sea and land has sprung up.

The quantities of the principal articles imported by sea from Sweden in each of the years 1835, 1838, and 1841, are given in the following table.

ARTICLES.	1835.	1838.	1841.
Alum..... lbs.	30,961	8,135	39,661
Bricks..... No.	381,787	458,629	783,459
Iron and Steel..... tons	322	1,049	717
Leather..... lbs.	76,761	5,965	629
Paper..... "	14,228	45,430	47,669
Staves..... sp. d.	59,840	75,894	95,550
Tobacco..... lbs.	157,257	105,435	83,050
Tar..... barrels	2,761	3,134	4,706
Oats..... qrs.	5,241	76	9,348
Butter..... lbs.	80,675	116,776	117,905
Linens..... "	95,907	105,516	93,036
Woollens..... "	11,453	16,233	18,280

No particular results are to be deduced from this statement, and it affords but an imperfect idea of the commercial intercourse that exists between Sweden and Norway, as quantities of manufactured and other goods find their way by land, and of which no returns can be obtained.

The value of the imports that pass through the customs does not exceed one million specie dollars, or £217,500.

The trade between Norway and Russia is of a two-fold character: the first with the Baltic is simple, and similar to that carried on between Norway and Prussia; the second, with the northern provinces of Norway, the White Sea, and Finmark, is of a more complicated

and peculiar character. These places are mutually dependent on each other for the sale of the superfluous produce of the fisheries, and for the most important articles of food. It is also of great political importance to Russia, and peculiar privileges and immunities are granted by that power to that particular trade; and by virtue of treaties with Sweden and Norway, Russia has secured to herself exclusive immunities, not enjoyed by other nations.

No correct return of the extent of the trade with Russia can be given, as the Russians are not bound to unload at the established ports like other foreigners. The following figures are taken from a table compiled from official returns of imports, but it may be safely assumed that not one-half of the Russian produce imported appears in these returns.

ARTICLES.	1835.	1838.	1841.
Candles, Tallow lbs.	40,230	23,756	48,142
Feathers "	59,490	15,777	61,177
Flax Seed barrels	905	3,169	1,130
Rye and Rye Meal qrs.	17,860	66,665	19,014
Hemp lbs.	2,606,520	2,037,719	3,024,017
Hides "	137,151	56,047	181,081
Linens "	487,161	269,049	440,739
Oakum "	24,160	8,398	46,142
Oil, Cod and Liver quarts	15,488	32,704	62,268
Tallow lbs.	3,678	1,586	35,081
Tar barrels	213	312	109
Twine lbs.	1,280	320	7,520
Rope "	155,784	112,829	253,434

As it has been before remarked, these figures are, in all probability, far from exhibiting the extent of the actual imports from Russia; they are, however, given here as some guide to the nature of the transactions.

The trade between Norway and Prussia is confined to a few articles of mutual necessity; the following were the principal imports in each of the years 1835, 1838, and 1841.

ARTICLES.	1835.	1838.	1841.
Flax.... lbs.	10,531	6,520	18,384
Barley qrs.	11,488	46,440	9,195
Malt "	2,411	7,920	4,950
Rye.... "	36,946	98,340	89,572
Hemp lbs.	17,193	1,856	17,369
Oil: Hemp, &c. quarts	....	19,184	23,692
Provisions lbs.	2,427	28,510	25,891
Soap "	6,780	7,965	25,326

A more extensive import trade is carried on by Norway with Altona, Hamburg, and the German States, than with any other country; no less than 150 articles are specified in the table given by Mr. Consul

Crowe, and of the greater part of these large quantities were imported. The following table is a short abstract of the most prominent imports, in 1835, 1838, and 1841.

ARTICLES.	1835.	1838.	1841.
Almonds lbs.	36,342	47,964	39,086
Alum "	17,865	9,849	13,121
Aniseed, &c. "	126,976	110,782	84,744
Bark, Medical "	11,238	11,572	12,899
Brimstone "	19,429	26,956	20,189
Bricks No.	430,498	398,479	888,576
Cotton Wool lbs.	35,962	50,332	57,348
— Twist "	57,392	96,977	120,865
— Manufactures "	214,562	210,513	394,103
Coffee "	1,691,229	2,242,387	3,609,812
Dye-Woods "	492,083	215,313	257,299
Fruit, dried "	292,503	355,049	359,791
Earthenware "	37,112	22,081	20,935
Furs skins	21,047	26,923	35,817
Glass lbs.	63,929	115,771	127,201
Gums "	15,570	10,494	12,973
Barley qrs.	9,653	8,827	2,452
Rye "	10,875	7,209	6,082
Hides lbs.	56,104	123,693	197,558
Hops "	80,795	105,287	93,123
Copperas "	42,297	39,715	42,844
Indigo "	10,798	9,467	17,229
Iron Manufactures "	92,569	95,990	118,697
Linens "	147,021	149,074	214,804
Molasses "	331,008	514,320	493,915
Paints and Colours "	67,288	88,091	102,162
Paper "	37,156	139,394	34,633
Potash "	12,703	18,014	16,027
Rosin "	24,759	33,085	39,469
Salt tons	110	115	100
Saltpetre lbs.	12,101	26,379	25,459
Silks "	8,261	10,457	10,969
Soap "	120,364	100,191	319,949
Spices "	54,146	69,323	65,301
Starch "	22,954	29,415	36,120
Sago "	28,187	32,993	36,018
Sugar, Raw "	1,969,390	1,574,203	2,027,894
— Refined "	...	1,307,142	1,561,882
Tea "	54,354	55,116	49,025
Tobacco "	1,217,638	1,075,699	1,709,551
Rice "	287,106	331,494	374,075
Wine quarts	134,172	136,521	140,303
Woollen Yarn lbs.	9,683	2,850	3,550
Woollens "	186,495	211,080	275,118
Zinc "	7,530	22,915	18,132

A glance at the preceding table will at once establish the fact of the importance and prosperous condition of trade between Altona and Hamburgh and Norway. A great and continual increase has taken place since the year 1835, in the imports of the following articles:—bricks, cotton wool, and cotton manufactures, colonial produce (particularly coffee,) glass, hardwares, linens, silks, soap, tobacco, rice, and woollens.

The value of the imports is not given.

The quantities of the principal articles imported into Norway from Holland, in 1835, 1838, and 1841, appear in the next table.

ARTICLES.	1835.	1838.	1841.
Bricks No.	1,556,453	919,551	1,894,285
Cotton Wool lbs.	13,516	38,865	38,865
Coffee "	221,992	69,529	81,654
Dye-Woods "	42,203	16,524	20,620
Earthenware "	99,833	55,634	77,192
Flax.... "	313,981	182,158	316,727
Glass "	11,893	18,657	49,211
Hemp "	34,355	16,237	9,420
Hoops No.	4,695,492	1,326,025	6,073,584
Iron, Cast lbs.	373,179	252,365	354,637
Leather "	32,058	17,443	49,465
Molasses.... "	15,101	7,464	33,502
Oils.... quarts	122,163	112,769	157,853
Paints lbs.	62,417	60,910	60,543
Cheese "	202,775	263,700	251,130
Rice.... "	31,465	37,791	46,007
Sugar, Raw "	55,851	46,000	37,444
— Refined "	380,216	456,189	556,680
Tobacco "	68,365	51,750	61,651
Steel.... "	23,130	22,204	36,903

This statement does not show any sign of increased activity in the trade with Holland. Bricks, glass, hoops, and refined sugar exhibit an increase, but most of the other articles have retrograded.

The next table exhibits the quantities of the principal articles imported into Norway from Great Britain, in 1835, 1838, and 1841.

ARTICLES.	1835.	1838.	1841.
Brass Wares lbs.	10,035	10,917	16,036
Cotton Wool "	30,536	64,926	126,419
— Twist "	64,721	246,959	594,678
— Manufactures "	83,876	86,200	226,213
Coffee "	226,490	84,716	185,979
Coals tons	8,043	21,523	27,546
Dye-Woods lbs.	89,442	43,231	88,351
Earthenware "	548,891	605,720	800,047
Copperas.... "	74,550	74,848	125,438
Flax.... "	24,994	83,884	97,573
Gunpowder "	38,569	47,537	74,347
Hides "	15,377	....	51,571
Fire Clay "	250,650	330,000	260,000
Iron, Wrought tons	205	304	287
— Cast "	89	53	113
Lead lbs.	53,794	86,912	111,039
Linens "	21,490	54,124	46,232
Paints "	193,515	59,405	249,974
Porter quarts	28,791	24,758	43,374
Rice.... lbs.	28,673	22,349	14,742
Salt.... tons	1,415	3,256	1,727

ARTICLES.	1835.	1838.	1841.
Saltpetre lbs.	54,387	67,241	73,558
Shot, patent	45,411	46,257	56,939
Soap	181,064	30,489	184,169
Sugar	177,179	88,908	179,452
Tin Wares	9,253	8,869	78,396
Thread	14,866	8,334	31,942
Tobacco	437,402	170,379	409,791
Woollens.....	75,390	59,601	106,695
Steel	44,550	69,686	137,823

A considerable increase has taken place in many of the imports from Great Britain, such as in cotton wool, cotton twist, and manufactures, earthenware, gunpowder, lead, and woollens; but on comparing the trade in manufactured goods and colonial produce, between Great Britain and Norway, and between Altona and Hamburg and Norway, it will be found that we fall far short of the latter. Since, however, says Mr. Macgregor in his *Commercial Tariffs*, part xii., the establishment of a regular communication once a week by Hull steamers, between that port and Christiansand, considerable quantities of colonial produce and of British manufactures are imported that way into Norway; and it is hoped that the direct trade with England through that channel will increase, and supersede, in some degree, the indirect and costly traffic by way of Hamburg and Altona.

Our trade with Norway will most probably receive an impetus from the recent modifications of our tariff; and should alterations be made in the duties now levied in that country on our cottons, woollens, and hardware, the improvement would no doubt be rapid and lucrative, and the trade might again be drawn into its legitimate and direct course.

The imports from France, although, generally speaking, they have increased of late years, are not as yet of much consequence. The exports of Norwegian produce form the principal trade with that country. The following were the principal articles imported from France, in 1835, 1838, and 1841.

ARTICLES.	1835.	1838.	1841.
Brandy quarts	698,956	675,652	635,760
Coffee lbs.	84,245	97,497	185,979
Corks, cut	16,214	27,734	28,504
Flax.....	10,786	59,994	63,390
Glass	13,641	19,624	14,460
Leather	101,636	93,649	175,566
Molasses.....	612,253	390,105	801,188
Paper	9,598	18,824	28,900
Dried Fruit	89,815	29,553	114,294
Rice.....	10,788	3,395	17,671
Salt tons	9,485	11,021	11,701
Sugar, Refined lbs.	51,172	59,901	25,883
Soap.....	1,420	3,109	7,724
Tartar	9,870	2,283	8,664
Turpentine	10,020	2,020	8,760
Vinegar quarts	104,688	87,060	46,884
Wine	458,232	256,828	331,180

The greatest advance appears to have been made in the articles of coffee, cut corks, flax, glass, leather, molasses, paper, dried fruits, and soap.

Since the separation of Belgium from Holland a direct intercourse has been established with Norway, which promises well, and will probably become extensive. At present the imports from Belgium are confined to a few articles, such as,

	1835.	1838.	1841.
Bricks No.	115,340	61,359	98,576
Coffee lbs.	7,083	18,067	18,210
Cotton Wool .... "	....	7,900	14,261
Flax "	41,035	47,688	131,424
Glass "	4,692	12,520	14,813
Hoops No.	18,750	....	244,424
Leather lbs.	4,728	262	59,563
Paints "	91	689	9,960
Rice "	685	5,350	28,740
Sugar, Refined "	75,675	235,502	586,638
Soap "	4,728	2,217	19,036

The trade with Spain, Portugal, and the Mediterranean states is limited, and is confined to the produce of the respective countries. The principal imports were :

	1835.	1838.	1841.
Cork lbs.	81,996	8,439	71,584
Figs.... "	5,445	8,019	15,901
Oranges "	30,523	101,551	149,541
Raisins "	4,264	11,241	18,192
Salt tons	33,100	37,426	43,399
Wine quarts	46,840	40,385	164,425

We may here shortly observe that a very cursory examination of the foregoing abstracts of the imports will be sufficient to acquaint us with the increased consumption of articles of luxury, and this fact may be taken as a fair criterion of the growing prosperity of the country.

It only now remains for us to take a short review of the Shipping of Norway.

There appear to have been

In 1817	1,692	vessels of	175,920	tons.
„ 1827	1,866	„	143,470	„
„ 1837	2,373	„	206,122	„
And in 1841	2,509	„	266,801	„

employing rather more than 15,000 men.

The Norwegian flag is to be met with in all parts of the world competing with British shipping in the carrying trade. As a proof of the extent and success with which they have appropriated to themselves a portion of the carrying trade of the north of Europe, it need only be stated that in 1838, 249 Norwegian vessels of 64,784 tons,

cleared from Swedish and Finnish ports in the Baltic with cargoes for foreign ports. And 18,733 tons of Norwegian shipping was employed in carrying freight from one foreign port to another.

The vessels of Norway begin to offer a serious competition to our own shipping in foreign ports, and it will be found that they not only rank next to the British, but in many places command a preference. And this close competition and preference is not to be traced to any peculiar encouragement offered by the Norwegian Government, or to any superior economy which enables the Norwegians to sail their vessels at a cheaper rate than British vessels, but chiefly to the superior class of masters which the laws of Norway have created. The Norwegian Government, by wise regulations, have, in addition to the practical test required, made certain intellectual acquirements obligatory on those who aspire to be masters of vessels; and the result has been that an intelligent and respectable class of masters has been formed, which has created for their marine a confidence and respect, which our own appears to be losing; for our ordinary class of masters have at least remained stationary, if they have not absolutely retrograded.

These are valuable observations on the improvement of the commercial marine of Norway, and no doubt much of the competition now offered, in foreign ports, to our shipping, by the Norwegians, Prussians, Austrians, and Americans, might be successfully encountered and overcome, if the British Government would follow the example of the Norwegian, and establish a sound practical and intellectual examination for the officers of our mercantile shipping.

For the last ten years, from 1833, the annual average number of vessels that cleared from Norway to Denmark was 2,136 of 79,352 tons, and from Denmark to Norway 2,262 vessels of 91,275 tons.

There were dispatched from Altona and Hamburg to Norway

In 1835	Vessels of 12,990 tons, of which 92,511 tons were Norwegian.
„ 1838	„ 14,365 „ 10,359 „
„ 1841	„ 19,997 „ 16,136 „

From Norway to the several ports of Holland the number and tonnage of cargoes cleared were :

In 1835	898 cargoes of 135,112 tons, of which 79,131 tons were Norwegian.
„ 1838	861 „ 133,395 „ 84,952 „
„ 1841	966 „ 139,030 „ 92,191 „

The chief proportion of goods exported to our own country is conveyed in Norwegian vessels, as the following figures showing the number and tonnage of cargoes shipped from Norway to Great Britain will testify.

In 1835	787 cargoes of 115,136 tons, of which 103,607 tons were Norwegian.
„ 1838	917 „ 134,048 „ 125,048 „
„ 1841	831 „ 135,842 „ 125,502 „

And the following number and tonnage of vessels belonging to Norway brought cargoes from foreign ports to Great Britain.

In 1835	138 vessels of 37,726 tons.
„ 1838	139 „ 33,536 „
„ 1841	151 „ 39,296 „

A large amount of shipping is employed in the trade between Nor-

way and France, as may be seen by the following number and tonnage of vessels sent from Norway.

	Tons.		Tons.
In 1835, 730 vessels of 124,472 of which 703 vessels of 119,837 were Norwegian.			
„ 1838, 860 „	141,227	„ 797 „	132,712
„ 1841, 829 „	148,203		139,842

Independent of this important amount of Norwegian shipping employed between the two countries, about 31,200 tons are annually engaged in the carrying trade between France and other foreign countries.

In further illustration of the increased employment of the Norwegian shipping in the direct and carrying trade with foreign countries, we have inserted the following statement of the number and tonnage of Norwegian vessels employed in the foreign trade with each of the principal countries in the two years 1838 and 1841.

Countries at which the Vessels arrived.	1838.						1841.					
	From Norway.		From other Countries.		TOTAL.		From Norway.		From other Countries.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Sweden	350	49,257	169	52,939	519	102,196	487	68,801	182	60,502	669	129,303
Russia	116	13,609	67	13,905	183	27,514	121	15,250	72	19,643	193	34,893
Prussia	203	12,228	86	7,748	289	19,976	281	19,977	61	6,786	342	25,863
Denmark	803	25,429	63	4,360	866	29,789	1,118	37,784	138	9,188	1,256	46,972
Altona and Hamburg	84	10,359	64	5,096	148	15,455	146	16,136	85	14,164	231	30,300
Holland	356	84,952	52	10,563	408	95,515	359	92,191	78	20,164	437	112,355
Great Britain.....	730	125,048	139	33,587	869	158,635	731	125,502	155	40,727	886	166,229
France	797	132,712	171	35,350	968	168,062	760	139,482	207	45,775	967	185,257
Belgium	64	8,538	63	15,153	127	23,691	33	4,072	69	16,270	102	20,972
Other Countries..	86	12,209	188	36,965	274	49,174	102	13,562	188	44,573	290	58,135
Total.....	3,589	474,341	1,062	215,666	4,651	690,007	4,138	532,487	1,235	277,792	5,473	810,279

Thus the total tonnage of the shipping employed in the foreign trade in 1838 was 690,007; in 1841 it amounted to 810,279, an increase over the year 1838 of 120,272 tons, or $17\frac{1}{2}$ per cent.

Of the 810,279 tons in 1841, 532,487 tons were employed direct between Norway and foreign countries; whilst the remaining 277,792 tons were solely engaged in the carrying trade between one foreign country and another, against 215,666 tons thus employed in 1838, which shews that in 1841 there was an important increase of 62,126 tons, or $28\frac{3}{4}$ per cent., in this division of their shipping trade. The figures in this statement do not, of course, represent the actual number and tonnage of vessels belonging to the Norwegian commercial marine, as many vessels perform two and three voyages in the course of the year. The real extent of the shipping has been stated in a previous page.

The Norwegian Government by attending to the skill and activity of their pilots, erecting beacons, and preparing charts, are doing much to facilitate the navigation of their coasts, and to make them with their thousand fiords and harbours, more accessible than they have been hitherto.